

## Newberg Graphic

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THURSDAY, NOVEMBER 3, 1921

We note by last Sunday's Oregonian that a meeting was held in McMinnville last Saturday which included representatives from the various towns along the west side loop highway and at which according to the Oregonian's report, which was in the nature of a story from McMinnville, this highway was rechristened the Oregon Memorial highway. In conversing with some of the local delegates to this meeting we learn that this report is somewhat like the report of a famous man's death—grossly exaggerated. The local delegates state that no such action was taken but that it was specifically understood that the name West Side Pacific highway should be retained. A resolution was drawn up and adopted giving this statement and then suggesting the name of Oregon Memorial highway be added to the loop. However, like all things coming from McMinnville, the report was garbled and the article in the Oregonian states that the road was rechristened, without mentioning the fact that the name West Side Pacific highway was to be maintained.

The question of the county library is being discussed over the county. Certainly it will be a fine thing to have a library which is open to the farmers and the public over the county so that the people who do not at present have access to such an institution may have their books. We wonder if the matter of the cost of maintaining such an institution has been considered to such an extent that the proponents of the idea are familiar with what expense there would be attached to it?

There is bound to be a lot of fun for the spectators at the Legion-Fire Department football game on Friday, November 11, Armistice day. However, it is more or less doubtful whether all of the participants will get as much enjoyment as do the spectators. The game will certainly be worth seeing.

Auto accidents continue with unabated frequency. Reckless driving and wet pavements are not conducive to safety and too much care cannot be exercised these days.

Newberg did not share Portland's experiences on Halloween, for here it was unusually quiet and very little if any vandalism was reported.

Fog and mist seem to be the order of the day.

## GOVERNMENT OPERATION LESSONS

"Hope springs eternal in the breasts of the addicts of government ownership and operation. Yet there is an accumulation of recent experiences which ought to make them as others are fearful. Last week the senate committee on territories made a report of progress on the Alaskan Railway. In the year the war began Congress appropriated \$35,000,000 for its construction. Now it is seen that \$21,000,000 more is needed, beginning with \$4,000,000 to be appropriated forthwith. The expectation is that the \$56,000,000 capital will earn as much as \$1,000,000 annually. Now it is promised that the road will pay 'in ultimate benefits.' At a cost of \$80,250 per mile dividends in something more satisfying might have been hoped for. But the situation is such that hope of dividends dwindles and the capital account gives no sign of being closed.

"A similar incident last week was the report by a Berlin newspaper that 'state ownership since the revolution has turned a railroad profit of 700,000,000 gold marks into a deficit of four billions. Only private enterprise can avert complete ruin.' Last week the French Minister of Posts and Telegraphs announced his intention to propose legislation handing over the telephones to private operation. M. Deschamps says that the French telephone system is the world's worst. Probably the British is a good second, and it, too, is a sink for money. Minister Deschamps is so anxious to be relieved of his responsibilities that he proposed to take a private company's bond for operation, the charges to be fixed by law.

The National Association of Utilities Commissioners was in session in Atlanta last week, forty-seven states being represented. It received a report on public ownership, with special reference to the federal operation of ships and railways. Since the armistice there have been two shipping boom years, and yet the operating loss on three billions worth of ships was \$185,125,037. During the same time British 'privately owned shipping companies made profits of from 20 to 40 per cent. The report cites several other cases of financial disaster under government operation, and concludes: "Wherever tried it has proved a practical failure, with either a resultant increase in rates beyond the reasonable value of the service rendered, or the breaking down of the utility in question, with a large proportion of its operation costs borne by the taxpayers." New Yorkers recognize the picture, and are conducting a campaign against an administration claiming credit for both the policy and practice of government operation of public utilities whose finances have a strong family likeness to those of the Alaskan railway.—The New York Times, October 24, 1921.

## TO THE CITIZENS OF NEWBERG

There has recently been some comment through the press concerning the action of the city council for their charges for franchise on busses, trucks and cars for hire.

Will say the council is composed of honest, intelligent business men, and they give all matters pertaining to city government careful consideration. We do not make a practice of going into print to defend our actions, but in order to make clear our position in this matter will state that many cities have been charging for these privileges and Newberg has been absolutely free.

The expense of maintaining a growing city like Newberg is ever increasing, and the amount of taxes that could be raised by law have not been sufficient to meet the demands. Only last year the taxpayers were called upon to vote a special tax to pay off thousands of dollars of general fund warrants that had been accumulating and not paid for want of funds. This method is an easy

one to pursue, but we do not consider it good business.

The city has expended hundreds of thousands of dollars in street improvements, which many property owners could ill afford, and there are those who are using these streets for gain, and with some exceptions, are not paying anything into the city treasury for the privilege or up-keep.

The city council has passed an ordinance requiring all busses, trucks and cars who use our city streets for hire, to take out a franchise at prices decided upon by the council, according to the size and class of business.

A representative of the Portland-Newberg bus line appeared before the council and made a statement of expense connected with his business, and the amount of money he pays the government, state, city of Portland, etc. They have not been paying anything to Newberg, which has furnished a large part of their business, and streets upon which to operate. We were desirous of learning from him the amount of business he was doing, but he was unable to give us the desired information, although by his figures submitted, as his individual payment to the government of \$400.00 which is 8 per cent of amount of fares collected in excess of 35 cents. We could easily figure the number of fares from through passengers. We found to meet his franchise cost, would amount to 85 cents on each through fare of 85 cents. We are informed that the busses have advanced their price 15 cents for each through fare, which according to our figures would be nine cents in excess of the franchise cost. Just what this additional nine cents is for, we are unable to say. Surely not for the franchise.

As to the trucks, they are more harmful to the streets than cars. As we do not have the data upon which to base our figures, they may or may not be exactly correct. However, the future will determine this matter. This we know, those who ship by truck, have been getting a very low rate, and the truck men in the past, have mostly lost money, and some lost their trucks.

The streets and highways have been badly damaged, all at the expense of tax payers. The theory is sometimes advanced that streets and highways should be so constructed as to stand any load. This is the theory however of those who do not contribute. As to the legality of our action it is beyond question.

I submit the following comment from the Evening Telegram:

"The supreme court of Iowa handed down an opinion that city councils are empowered, at their discretion, to grant or refuse licenses to operate busses. Since the people own the 'right of way,' and since the people keep up the 'tracks,' it stands to reason that they have full right to regulate traffic over their property. It is almost inconceivable that a court of appeal could have reached any other decision."

S. M. CALKINS, Mayor.

## OBITUARY

George H. Behrens peacefully departed this life October 29, 1921, at the age of 71 years, 10 months and 14 days.

Deceased was born in Hanover, Germany, December 15, 1850. When but a lad of 16 years he migrated to America, settling in Waverly, Bremer county, Iowa. After a short stay here he went to Osage, Iowa, where he resided for thirty years on a farm.

In 1872 he was married to Miss Minnie Sprung. Two sons and one daughter were born to this union. Mr. and Mrs. Behrens had the pleasure of enjoying 49 years of happy married life. Eleven years ago they came out west and located here at Newberg, Oregon.

When but a young man he united with the German Lutheran church, and remained a faithful member of the same until the time of his death. He was a devout Christian, one who loved and read his Bible and prayer book. He loved to go to church and enjoy the blessed services. He was a splendid character, a good man.

Mr. Behrens was an affectionate husband, a loving and kind father; he was good to his children; a good provider for his family; bright and alert, he had quite a keen sense of humor; was very hospitable and sociable and made friends easily. He enjoyed to have his friends and neighbors come to see him. He was a good neighbor and citizen.

He leaves to mourn his departure his aged widow; his two sons, Carl Behrens of Manila, P. I., V. G. Behrens; and one daughter, Mrs. David Patton, of Seattle, Washington; two grandchildren, one sister, and a host of friends.

Funeral services were conducted from the German M. E. church at 10:30 a. m. Tuesday, Rev. J. P. Sehnert, officiating. Interment at the local cemetery.

## CARD OF THANKS

We wish to thank our friends and neighbors for their many deeds of kindness and sympathy, and the beautiful floral offerings during the illness and death of our beloved husband and father.

Mrs. Minnie Behrens,  
Carl D. Behrens,  
V. G. Behrens,  
Mrs. David Patten.

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## ELECTRIC TRAIN SCHEDULE

The following is the time of electric train arrivals at the city ticket office at Newberg:

| To Portland | From Portland |
|-------------|---------------|
| 6:06 a. m.  | 8:55 a. m.    |
| 9:03 a. m.  | 11:32 a. m.   |
| 1:15 p. m.  | 2:20 p. m.    |
| 4:06 p. m.  | 5:29 p. m.    |
| 7:04 p. m.  | 8:56 p. m.    |

Portland-Newberg Motor Bus Schedule Effective August 15, 1919

Subject to change without notice.

| Leave Portland                   | Leave Newberg  |
|----------------------------------|----------------|
| 4th and Alder                    | Imperial Hotel |
| 8:00 a. m.                       | 8:00 a. m.     |
| 9:30 a. m.                       | 10:00 a. m.    |
| 11:00 a. m.                      | 11:00 a. m.    |
| 1:00 p. m.                       | 1:00 p. m.     |
| 2:30 p. m.                       | 2:45 p. m.     |
| 4:15 p. m.                       | 4:00 p. m.     |
| 5:30 p. m.                       | 6:30 p. m.     |
| 6:30 p. m.                       | 8:00 p. m.     |
| Sat. and Sun.—only—Sat. and Sun. | 8:00 p. m.     |
| 11:15 p. m.                      |                |

Reservations for Theatre Parties, etc., or for Special Trips call: Portland, phone Main 3314; Newberg, phone Black 120.

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